

50,000,000 SHELLS IN U.S. RUSH ORDER

Many Awards Will Be Made This Week, With Delivery in Eleven Months.

CANADA MAY MAKE SOME Heavy Demand for Steel to Be Used in Construction of Ships.

Fifty million shells of various sizes, to be sent in the general direction of Berlin by American gunners at the battle front, are being ordered from munition manufacturers by the Ordnance Department of the United States Government. Most of the contracts will be signed this week. The orders are marked "rush," with delivery by October 1, 1918, or in eleven months, beginning at once.

Government agents are seeking to contract for 11,500,000 six-inch shells and about 11,000,000 .750-millimeter shells, the two largest items of the Government's munition programme. It is reported that the New York Air Brake Company has received orders for 1,000,000 six-inch shells and that the American Car and Foundry Company has received an order for a million of the same size.

Both companies are well equipped to handle the orders. While the American Locomotive Company recently disposed of its munition making machinery these two companies were the highest bidders for it, and most of it has already been installed in their plants. Most of the machinery brought the exact price at which it was installed three years ago.

The United States has large munition plants in the United States, and most of the orders going to Canada. Most of the Canadian factories are working only part time. Meanwhile, several American manufacturers are working on English contracts, the Britons paying for the shells with money borrowed from the United States Government, as they desire to spend the money where it is born.

Orders for other Government departments are being distributed throughout the trade as rapidly as specifications are completed. The Government has received alternate bids for a large machine shop to be built in Washington. Warren Morris was the lowest bidder in steel construction offering to complete the building in 18 months. A reinforced concrete construction the Industrial Engineering Company bid \$100,000 less, with the time for completion also 180 days. No award has yet been made.

Contractors having the order to construct the United States ordnance plant in France have temporarily withdrawn their services, in view of the demand for steel. The Italian Government is reported to have obtained 30,000 tons of basic iron from American furnaces through the War Industries Board. A previous contract for 30,000 tons for Italy was filled.

Steel for ships is in active demand. The American International Shipbuilding Corporation has divided its orders for 8,000 tons of fabricated structural steel for derrick towers among the American Bridge Company, the Downey Shipbuilding Company and John Eichleay, Jr., The New York Shipbuilding Company has given an order for machine shops to be built at Camden, N. J., to the American Bridge Company. The Pennsylvania Railroad Company is in the market for 12,000 tons of coke and charcoal foundry iron for shipment to its Altoona plants over the first half of 1918.

NEW YORK CITY BONDS.

Form, Rate and Maturity, Bid, Asked, Field, etc. Nov. 1, 1917, 1.00; 1918, 1.00; 1919, 1.00; 1920, 1.00; 1921, 1.00; 1922, 1.00; 1923, 1.00; 1924, 1.00; 1925, 1.00; 1926, 1.00; 1927, 1.00; 1928, 1.00; 1929, 1.00; 1930, 1.00; 1931, 1.00; 1932, 1.00; 1933, 1.00; 1934, 1.00; 1935, 1.00; 1936, 1.00; 1937, 1.00; 1938, 1.00; 1939, 1.00; 1940, 1.00; 1941, 1.00; 1942, 1.00; 1943, 1.00; 1944, 1.00; 1945, 1.00; 1946, 1.00; 1947, 1.00; 1948, 1.00; 1949, 1.00; 1950, 1.00; 1951, 1.00; 1952, 1.00; 1953, 1.00; 1954, 1.00; 1955, 1.00; 1956, 1.00; 1957, 1.00; 1958, 1.00; 1959, 1.00; 1960, 1.00; 1961, 1.00; 1962, 1.00; 1963, 1.00; 1964, 1.00; 1965, 1.00; 1966, 1.00; 1967, 1.00; 1968, 1.00; 1969, 1.00; 1970, 1.00; 1971, 1.00; 1972, 1.00; 1973, 1.00; 1974, 1.00; 1975, 1.00; 1976, 1.00; 1977, 1.00; 1978, 1.00; 1979, 1.00; 1980, 1.00; 1981, 1.00; 1982, 1.00; 1983, 1.00; 1984, 1.00; 1985, 1.00; 1986, 1.00; 1987, 1.00; 1988, 1.00; 1989, 1.00; 1990, 1.00; 1991, 1.00; 1992, 1.00; 1993, 1.00; 1994, 1.00; 1995, 1.00; 1996, 1.00; 1997, 1.00; 1998, 1.00; 1999, 1.00; 1900, 1.00; 1901, 1.00; 1902, 1.00; 1903, 1.00; 1904, 1.00; 1905, 1.00; 1906, 1.00; 1907, 1.00; 1908, 1.00; 1909, 1.00; 1910, 1.00; 1911, 1.00; 1912, 1.00; 1913, 1.00; 1914, 1.00; 1915, 1.00; 1916, 1.00; 1917, 1.00; 1918, 1.00; 1919, 1.00; 1920, 1.00; 1921, 1.00; 1922, 1.00; 1923, 1.00; 1924, 1.00; 1925, 1.00; 1926, 1.00; 1927, 1.00; 1928, 1.00; 1929, 1.00; 1930, 1.00; 1931, 1.00; 1932, 1.00; 1933, 1.00; 1934, 1.00; 1935, 1.00; 1936, 1.00; 1937, 1.00; 1938, 1.00; 1939, 1.00; 1940, 1.00; 1941, 1.00; 1942, 1.00; 1943, 1.00; 1944, 1.00; 1945, 1.00; 1946, 1.00; 1947, 1.00; 1948, 1.00; 1949, 1.00; 1950, 1.00; 1951, 1.00; 1952, 1.00; 1953, 1.00; 1954, 1.00; 1955, 1.00; 1956, 1.00; 1957, 1.00; 1958, 1.00; 1959, 1.00; 1960, 1.00; 1961, 1.00; 1962, 1.00; 1963, 1.00; 1964, 1.00; 1965, 1.00; 1966, 1.00; 1967, 1.00; 1968, 1.00; 1969, 1.00; 1970, 1.00; 1971, 1.00; 1972, 1.00; 1973, 1.00; 1974, 1.00; 1975, 1.00; 1976, 1.00; 1977, 1.00; 1978, 1.00; 1979, 1.00; 1980, 1.00; 1981, 1.00; 1982, 1.00; 1983, 1.00; 1984, 1.00; 1985, 1.00; 1986, 1.00; 1987, 1.00; 1988, 1.00; 1989, 1.00; 1990, 1.00; 1991, 1.00; 1992, 1.00; 1993, 1.00; 1994, 1.00; 1995, 1.00; 1996, 1.00; 1997, 1.00; 1998, 1.00; 1999, 1.00; 1900, 1.00; 1901, 1.00; 1902, 1.00; 1903, 1.00; 1904, 1.00; 1905, 1.00; 1906, 1.00; 1907, 1.00; 1908, 1.00; 1909, 1.00; 1910, 1.00; 1911, 1.00; 1912, 1.00; 1913, 1.00; 1914, 1.00; 1915, 1.00; 1916, 1.00; 1917, 1.00; 1918, 1.00; 1919, 1.00; 1920, 1.00; 1921, 1.00; 1922, 1.00; 1923, 1.00; 1924, 1.00; 1925, 1.00; 1926, 1.00; 1927, 1.00; 1928, 1.00; 1929, 1.00; 1930, 1.00; 1931, 1.00; 1932, 1.00; 1933, 1.00; 1934, 1.00; 1935, 1.00; 1936, 1.00; 1937, 1.00; 1938, 1.00; 1939, 1.00; 1940, 1.00; 1941, 1.00; 1942, 1.00; 1943, 1.00; 1944, 1.00; 1945, 1.00; 1946, 1.00; 1947, 1.00; 1948, 1.00; 1949, 1.00; 1950, 1.00; 1951, 1.00; 1952, 1.00; 1953, 1.00; 1954, 1.00; 1955, 1.00; 1956, 1.00; 1957, 1.00; 1958, 1.00; 1959, 1.00; 1960, 1.00; 1961, 1.00; 1962, 1.00; 1963, 1.00; 1964, 1.00; 1965, 1.00; 1966, 1.00; 1967, 1.00; 1968, 1.00; 1969, 1.00; 1970, 1.00; 1971, 1.00; 1972, 1.00; 1973, 1.00; 1974, 1.00; 1975, 1.00; 1976, 1.00; 1977, 1.00; 1978, 1.00; 1979, 1.00; 1980, 1.00; 1981, 1.00; 1982, 1.00; 1983, 1.00; 1984, 1.00; 1985, 1.00; 1986, 1.00; 1987, 1.00; 1988, 1.00; 1989, 1.00; 1990, 1.00; 1991, 1.00; 1992, 1.00; 1993, 1.00; 1994, 1.00; 1995, 1.00; 1996, 1.00; 1997, 1.00; 1998, 1.00; 1999, 1.00; 1900, 1.00; 1901, 1.00; 1902, 1.00; 1903, 1.00; 1904, 1.00; 1905, 1.00; 1906, 1.00; 1907, 1.00; 1908, 1.00; 1909, 1.00; 1910, 1.00; 1911, 1.00; 1912, 1.00; 1913, 1.00; 1914, 1.00; 1915, 1.00; 1916, 1.00; 1917, 1.00; 1918, 1.00; 1919, 1.00; 1920, 1.00; 1921, 1.00; 1922, 1.00; 1923, 1.00; 1924, 1.00; 1925, 1.00; 1926, 1.00; 1927, 1.00; 1928, 1.00; 1929, 1.00; 1930, 1.00; 1931, 1.00; 1932, 1.00; 1933, 1.00; 1934, 1.00; 1935, 1.00; 1936, 1.00; 1937, 1.00; 1938, 1.00; 1939, 1.00; 1940, 1.00; 1941, 1.00; 1942, 1.00; 1943, 1.00; 1944, 1.00; 1945, 1.00; 1946, 1.00; 1947, 1.00; 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1932, 1.00; 1933, 1.00; 1934, 1.00; 1935, 1.00; 1936, 1.00; 1937, 1.00; 1938, 1.00; 1939, 1.00; 1940, 1.00; 1941, 1.00; 1942, 1.00; 1943, 1.00; 1944, 1.00; 1945, 1.00; 1946, 1.00; 1947, 1.00; 1948, 1.00; 1949, 1.00; 1950, 1.00; 1951, 1.00; 1952, 1.00; 1953, 1.00; 1954, 1.00; 1955, 1.00; 1956, 1.00; 1957, 1.00; 1958, 1.00; 1959, 1.00; 1960, 1.00; 1961, 1.00; 1962, 1.00; 1963, 1.00; 1964, 1.00; 1965, 1.00; 1966, 1.00; 1967, 1.00; 1968, 1.00; 1969, 1.00; 1970, 1.00; 1971, 1.00; 1972, 1.00; 1973, 1.00; 1974, 1.00; 1975, 1.00; 1976, 1.00; 1977, 1.00; 1978, 1.00; 1979, 1.00; 1980, 1.00; 1981, 1.00; 1982, 1.00; 1983, 1.00; 1984, 1.00; 1985, 1.00; 1986, 1.00; 1987, 1.00; 1988, 1.00; 1989, 1.00; 1990, 1.00; 1991, 1.00; 1992, 1.00; 1993, 1.00; 1994, 1.00; 1995, 1.00; 1996, 1.00; 1997, 1.00; 1998, 1.00; 1999, 1.00; 1900, 1.00; 1901, 1.00; 1902, 1.00; 1903, 1.00; 1904, 1.00; 1905, 1.00; 1906, 1.00; 1907, 1.00; 1908, 1.00; 1909, 1.00; 1910, 1.00; 1911, 1.00; 1912, 1.00; 1913, 1.00; 1914, 1.00; 1915, 1.00; 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